

**ATTACHMENT ONE**

December 19, 2000

TO: Members of the MAG Telecommunications Advisory Group

FROM: Paul D. Ward, Transportation Programming Manager

SUBJECT: SUBMITTAL OF PROJECTS FOR ADDITIONAL REGIONAL FEDERAL FUNDING:  
DRAFT FY 2002-2006 MAG TRANSPORTATION IMPROVEMENT PROGRAM

As presented to the MAG Transportation Review Committee (TRC) at their December 12, 2000, meeting, additional MAG federal funding has been identified as available for programming for all five years of the FY 2002-2006 MAG Transportation Improvement Program (new TIP). The additional funding totals \$9.3 million of Surface Transportation Program (STP) and \$15.3 million in Congestion Mitigation and Air Quality (CMAQ) Improvement Program funds. Requests for consideration for this additional funding should be submitted to MAG **by January 5, 2001**, and should follow the guidelines that are shown below.

**SOURCE OF ADDITIONAL FUNDS**

Recent projections of MAG federal funds have increased substantially, principally due to the increase in Revenue Aligned Budget Authority (RABA) funds that were distributed following passage of the Transportation and Related Agencies Appropriations Act for Fiscal Year 2001 in October, 2000. Based on assumptions presented to the TRC, staff analysis shows that the following additional funds are expected:

Fiscal Year	STP-MAG	CMAQ
2002	\$156,480	\$0
2003	\$1,113,382	\$4,192,706
2004	\$1,912,295	\$4,747,965
2005	\$2,702,585	\$4,209,432
2006	\$3,443,944	\$2,197,811
Totals	\$9,328,686	\$15,347,914

It is important to note that, for the first time in several years, small amounts of STP funds, in excess of the funds that are currently targeted for freeway construction by MAG policy, are expected to be available for programming. The STP funds shown in the above table have been reduced by \$500,000 each year to reflect the need for additional resources for regional planning. The current allocation of STP has been held constant over five years, since ISTEA. With the demands of TEA-21, staff is requesting that this amount be increased.

MAG member agencies are requested to submit projects for federal funding to MAG **by January 5, 2001**. Example projects are road and Intelligent Transportation System (ITS) improvements, transit capital projects, bicycle and pedestrian improvements, air quality related projects and transportation demand management programs. Regionally significant projects that are being funded without federal funds must still be submitted to MAG for inclusion in the new draft TIP by January 19, 2001.

### **OVERVIEW OF PROGRAMMING PROCESS**

MAG, the Arizona Department of Transportation (ADOT) and the Regional Public Transportation Authority (RPTA) follow an integrated and cooperative process to program transportation projects in the region. After all of the federally funded project requests are received by January 5, 2001, staff will rate the projects using two systems. The first is the Congestion Management rating system and the second is the CMAQ emission reduction criteria. The MAG modal committees and then the TRC will make a recommendation of projects for federal funding to the Management Committee and Regional Council. The new draft TIP will be developed including the approved federally funded projects and other regionally significant projects. The draft TIP (listing of projects) will then be available for public review and comment. In March, 2001, the Regional Council will be asked to approve the draft TIP for a conformity analysis. Once this conformity analysis process is completed, the Regional Council will be requested to approve the final FY 2002-2006 TIP.

### **FACTORS TO BE CONSIDERED IN PROJECT SELECTION**

In considering projects for federal funding, there are a number of factors that you should consider and these factors were included as a series of attachment to the original request for projects that was distributed to member agencies in August, 2000. These factors, which are displayed on the MAG website, include:

- Regional Council Guidelines for Programming Regional Transportation Funds;
- Summary of Input Received from August 1, 2000 Stakeholder Meeting;
- Federal Guidelines for Consideration of Transportation Projects and Strategies;
- Title VI and Environmental Justice Considerations (especially contained in Section XI of MAG Transportation Management Systems Report, FY 2001 Update);
- Transportation Management Systems for the MAG Region (MAG Transportation Management Systems Report, FY 2001 Update);
- Other programming guidelines described in Section X of the MAG Transportation Management Systems Report, FY 2001 Update.

Agencies are reminded of the importance of addressing projects that will help to alleviate the nonattainment pollutants within the region, especially particulate pollution.

## **AVAILABLE FUNDING**

The process that started in August, 2000, and is currently underway, has identified new projects to be added to the fifth year of the new TIP, namely 2006. It is anticipated that new projects recommended by the TRC during their November, 2000, meeting will go forward to the Management Committee for inclusion in the MAG federally funded program and incorporation into the new draft TIP. Similarly, all MAG federally funded projects programmed for years two through five of the current FY 2001-2005 MAG TIP are expected to be included in the new TIP. This will include various adjustments that may be made by the Regional Council in closing out the FY 2001 Federally funded program, such as carrying forward projects from FY 2001 to FY 2002.

If all projects programmed for the current year, FY 2001, obligate on time, it is expected that approximately \$1.5 million in CMAQ funds will be available at the end of the fiscal year. These uncommitted current year funds, together with any redistributed obligation authority (OA) or any other adjustments to current year funding levels, will be programmed during the closeout process that starts in March and generally concludes by July.

## **MAG Federal Funds**

MAG is sub-allocated two categories of federal transportation funds: Surface Transportation Program (STP) funds and Congestion Mitigation and Air Quality (CMAQ) funds. The level of funding expected for the first two years of the TIP are based on the amounts shown in the Federal apportionment tables. Since the last three years of the TIP (2004 to 2006) are beyond the current TEA-21 authorization, funding levels have been extrapolated based on the TEA-21 funding levels. Although the level of federal transportation allocated to the MAG region might occur when TEA-21 is re-authorized, no increase beyond the current trend is included in the estimates. A recently updated OA Rate of 88 percent is assumed to calculate the programmable funds likely to be received.

## **MAG Surface Transportation Program (STP) Funds**

The MAG Regional Council has allocated \$34.1 million of MAG Federal funds annually to complete the MAG Regional Freeway Program in 2007. This commitment, plus the annual \$1 million reserved for MAG Transportation Planning and Air Quality Studies requires the majority of the available MAG STP funds for each year, which average \$37.8 million in programmable funds. As a result, it is now anticipated that approximately \$2.4 million annually in STP will be available for potentially non-freeway projects.

The STP provides flexible funding that may be used by States and localities for projects on any Federal-aid highway, including the National Highway system, bridge projects on any public road, transit capital projects, and intracity and intercity bus terminals and facilities. A portion of funds reserved for rural areas may be spent on rural minor collectors.

## **MAG Congestion Mitigation and Air Quality Program (CMAQ) Funds**

The primary purpose of the CMAQ Improvement Program is to fund projects and programs in nonattainment and maintenance areas for ozone, carbon monoxide (CO), and small particulate matter (PM-10), which reduce transportation related emissions. One restriction of CMAQ funds is that they may not be used for projects which to increase roadway capacity for single occupancy vehicles. Typical eligible projects include:

- Transportation Control Measures (TCMs);
- Bicycle and pedestrian facilities and programs;
- Traffic management, congestion relief and traffic flow strategies;
- Transit vehicles and equipment;
- Telecommuting programs;
- Transportation demand management programs; and
- High Occupancy Vehicle (HOV) facilities.

Federal legislation requires that TCMs that are included in the Statewide Implementation Plan must be a priority for funding. As a result, approximately \$1.7 million of CMAQ funding each year is programmed for such TCM projects as Rideshare and Trip Reduction.

Federal guidelines for the CMAQ program require that the expected emissions reduction for each project submitted for CMAQ funding be calculated and considered during project selection. In accordance with these guidelines and in cooperation with the FHWA, ADOT and MAG members agencies, the CMAQ rating system, originally created last year, was improved and the data entry forms have been amended to request additional information for different project modes. Not all projects submitted will be able to receive a quantitative emissions reduction. However, the regulations do allow for qualitative assessment of individual projects and these will be provided where appropriate.

## **SUBMITTAL PROCESS**

Projects that will be considered for this additional funding are as follows:

- Any project originally submitted in September, 2000, that has not been recommended for funding by the TRC (these projects **do not need to be resubmitted**, unless an agency wishes to make a change to the project details);
- Increasing the federal share of the recently recommended projects from the calculated 80 percent to the maximum 94.3 percent, if and where appropriate;
- Any existing MAG federally funded project in the TIP that an agency wishes to be accelerated or deferred;
- Any new project (for either CMAQ or STP) that an agency may wish to submit.

**Attachment One**, which was sent under a different cover to you on December 14, 2000, provides the application forms and guidance on how to complete the forms. A different form is provided for each major mode of transportation including:

- Streets and freeways (new capacity - STP only, intersection improvements and paving dirt roads);
- Transit;
- Intelligent Transportation Systems;
- Bicycle and Pedestrian projects.

This accelerated process may necessitate holding some technical advisory committees out of sequence and will not allow much time to review or discuss the projects submitted. Accordingly, members will be requested to provide summaries of their projects (not more than two or three pages long), in addition to the standard TIP Data Entry Forms. It is suggested that these project summaries would include the following information and would be submitted to all appropriate technical advisory committee members for review, prior to ranking:

- (1) A map, diagram and/or drawing of the project;
- (2) A brief explanation of the project and, in the case of CMAQ funds, how the project is expected to mitigate congestion and/or improve air quality;
- (3) A detailed cost estimate, showing design, right-of-way and construction costs;
- (4) Three possible years for the project, in order of preference.

Copies of the forms are available on the MAG website ([www.mag.maricopa.gov](http://www.mag.maricopa.gov)).

If there are any questions regarding forms, guidance, or downloading of the forms from the website, please contact me or Stephen Tate at (602) 254-6300.